

**National Transportation Safety Board  
Washington, DC 20594**

**Brief of Accident**

**Adopted 07/11/1996**

CHI96FA067 File No. 1947	12/30/1995	EAGLE RIVER, WI	Aircraft Reg No. N991PC	Time (Local): 14:43 CST		
Make/Model:	CESSNA / 560			Fatal	Serious	Minor/None
Engine Make/Model:	P&W / JT-15D-5A		Crew	2	0	0
Aircraft Damage:	Destroyed		Pass	0	0	0
Number of Engines:	2					
Operating Certificate(s):	None					
Type of Flight Operation:	Business					
Reg. Flight Conducted Under:	Part 91: General Aviation					
Last Depart. Point: DES MOINES , IA				Condition of Light: Day		
Destination: Same as Accident/Incident Location				Weather Info Src: Weather Observation Facility		
Airport Proximity: Off Airport/Airstrip				Basic Weather: Instrument Conditions		
				Lowest Ceiling: 600 Ft. AGL, Overcast		
				Visibility: 1.25 SM		
				Wind Dir/Speed: 150 / 002 Kts		
				Temperature (°C): -2		
				Obstr to Vision: Fog		
				Precipitation: Freezing Rain		
Pilot-in-Command	Age: 70	Flight Time (Hours)				
Certificate(s)/Rating(s)				Total All Aircraft: 20500		
Airline Transport; Flight Instructor; Multi-engine Land; Single-engine Land				Last 90 Days: Unk/Nr		
Instrument Ratings				Total Make/Model: Unk/Nr		
Airplane				Total Instrument Time: UnK/Nr		

The airplane was circling to land on runway 22 after executing a VOR/DME approach. The airplane impacted the ground approximately one quarter mile northeast of the runway 22 threshold. The wreckage path covered a distance of approximately 350 feet. Control continuity was established. Airframe, engine and navaid examination revealed no abnormalities. The left wing and horizontal stabilizer leading edges had approximately one-eighth inch of rime ice adhering to their leading edges. Two witnesses reported seeing the airplane rolling from the left to the right. The Eagle River AWOS was not available on a VHF radio frequency, due to radio frequency congestion at the O'Hare International Airport, Chicago, Illinois.

Brief of Accident (Continued)

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Occurrence #1:      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation: CIRCLING (IFR)

Findings

1. (F) WEATHER CONDITION - ICING CONDITIONS
2. (C) AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
3. METEOROLOGICAL SERVICES,SCHED WEATHER BROADCAST - INADEQUATE
4. (F) ALTITUDE - DISREGARDED - PILOT IN COMMAND
5. (F) WEATHER CONDITION - FOG
6. (F) WEATHER CONDITION - LOW CEILING

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Occurrence #2:      IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: DESCENT - UNCONTROLLED

Findings Legend: (C) = Cause, (F) = Factor

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The National Transportation Safety Board determines the probable cause(s) of this accident as follows.  
the failure of the pilot to maintain airspeed while executing the circling approach. Factors were the descent below minimum descent altitude, the fog, the low ceiling and the icing conditions.